

Response 85

Respondent Details

Information	
[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]

SECTION A: BACKGROUND

Q1. What is your local transport authority name?
Portsmouth City Council

Q2. Which geographical region are you in?
South East England

Q3. What type of authority are you?
Unitary Authority

Q4. How would you classify yourself geographically?
Urban Other (population between 25,000 and 250,000)

SECTION B: YOUR SCHEME(S) OR PROGRAMME

Q5. Please provide the scheme or programme name(s)
<ul style="list-style-type: none">- Road Space Reallocation and Temporary Pedestrian Crossings- Temporary Cycle Lanes-Filtered Permeability-Low traffic neighbourhoods

Q6. Please provide a brief summary of the scheme(s) or programme. For example, locations, measures to be adopted, whether they are permanent or temporary measures, and how the scheme or programme will improve mobility, and/or assist with social distancing

Schemes

Road Space Reallocation

Southsea Seafront - Eastney Esplanade and Clarence Esplanade - Sections of these roads have been closed since April 10th on weekends and since May 1st, 7 days a week under a Temporary Traffic Regulation Order.

The closed sections have suspended parking and diverted traffic along an alternative route in the area. These measures are closed via temporary traffic management to allow more space for greater and safer social distancing in a very popular area of the city and are reviewed on a weekly basis. Costs for the continuation of the scheme until at least September are included within this proforma.

Eastern Parade Temporary Toucan Crossings - to complement the road closures along the seafront and encourage people to walk or cycle to areas where they can exercise at a safe social distance 2 temporary push button toucan crossings will be installed via temporary traffic management at locations that have now become popular crossing points to access the closures.

Charlotte Street, Isambard Brunel Road, Guildhall Walk - Sections of these roads have been closed since 22nd May to allow for greater space for exercise and social distancing in the city centre where there is a lot of high density housing. The closures also provide increased connectivity north to south through the city and take the pressure off existing popular active travel routes especially the route along Hope Street around the perimeter of the HMN dockyard wall. Their popularity and levels of usage will also be monitored over the summer and the decision made to remove or continue the closures.

Pop-up segregated cycle lanes - Ordnance Row and Elm Grove - these two areas of the city are areas that are bordered by pre-existing on road cycle lanes. Parking in these roads is going to be suspended to create additional road space for pop-up cycle lanes by installing temporary cycle diagrams along them and promoting the routes through social media. This scheme will increase the segregated cycle lane network and join up key routes where previously the cyclist had to switch between a segregated route and with carriageway cycling. Data on usage will be collected via enumerators or ATC's

Low traffic neighbourhoods - Landguard Road/Reginald Road/Maxwell Road/Tredegear Road - to change these roads into a low traffic neighbourhood with contraflow cycling. These roads are located in the middle of 2 public transport corridors that are used by 3 bus services.

This intervention will achieve a temporary, low speed, low traffic neighbourhood in the streets between Highland Road and Goldsmith Avenue, it has been previously identified as a medium term priority in the PCC LCWIP audits. This scheme will require modal filters / point road closures and one-way arrangements for motor vehicles to reduce or exclude through traffic.

Filtered Permeability- Castle Road / Canal Walk. Castle Road is a narrow two-way street, with insufficient footpath width to cater for 2m social distancing. The road is well located to form part of a wider active travel corridor linking the city centre to the seafront and is already a popular route for pedestrians and cyclists. Through adding a modal filter at either end of the road we will provide public health benefits by providing sufficient space for social distancing, but through also providing improved safety for active modes along what is currently an underused route. Additionally, the filtered permeability on Castle Road will reduce the amount of through-traffic, thus encouraging visitors to increase dwell-time as they walk or cycle to this destination. This will be of benefit to the many independent traders on this road. The reduction of through-traffic is also likely to have a benefit to air pollution, along a road which acts as a localised canyon due to its narrow geography. Local ward Councillors and the chair of the Castle Road Traders Association have voiced their support of the introduction of filtered permeability here.

Canal Walk is a low-traffic road that is heavily used by pedestrians and cyclists to travel from Fratton towards the city centre. Where motorised vehicles use Canal Walk this is usually as a 'rat-run' to avoid the main arterial roads in the surrounding area. Such use of the road is of concern to local residents. The proposed filtered permeability here would prevent motorised vehicles for using the road in this way and provide more safe space for active modes.

The route provides a safe route away from the main roads, which are known air pollution hotspots and which also experience high cyclist casualty rates. Canal Walk provides a connection from some of the most deprived parts of the city to the city centre and the opportunities for education and employment found there. Installing modal filters here will provide a facility for new or less confident cyclists to use how many have previously been reliant on public transport.

For schemes delivered prior to 9th May funding is being requested for revenue costs only. For schemes implemented after this date funding is requested for capital and revenue costs (including traffic management).

Q7. What will be the total cost of the scheme or programme (including VAT)? (Note an estimate can be provided if the cost is unknown)

£191,000 estimated cost

Q8. What will be the capital cost of the scheme (including VAT)? (Note an estimate can be provided if the cost is unknown)

£100,000 estimated cost

Q9. What will be the revenue cost of the scheme (including VAT)? (Note an estimate can be provided if the cost is unknown)

£91,000 estimated cost

Q10. This expenditure is not intended to be used for any consultancy spend. Are you intending to use consultants?

No

Q11. Is your authority developing a Local Cycling and Walking Infrastructure Plan (LCWIP)?

Yes

LCWIP DETAILS

Q12. Is the proposed scheme located on or within the cycling/walking network plan?

Yes

Q13. Has the proposed scheme been identified in the prioritised list of schemes in your LCWIP? (note: this is not a compulsory requirement for applications)

Yes

SECTION C: SCHEME DETAILS

Q14. What measures will be adopted? Please select all that apply. Please note that for all measures, appropriate access for freight deliveries, bus routes, taxis and disabled people needs to be appropriately considered.

Point closures

Segregated cycleway (temporary)

New temporary footway

Widening existing footway

Restriction or reduction of parking availability, (e.g. closing bays or complemented by increasing fees)

Cycle counters and/or other active travel data management diagnostics

Other (please specify):

Point closures- includes filtered permeability and low traffic neighbourhoods

Q15. If applicable, what is the route length of the scheme (s)? Note an estimate can be provided if the distance is not yet known

Road Space reallocation -
Southsea Seafront
Eastney Esplanade - 1.2km
Clarence Espanade 1.1km

City Centre
Charlotte Street - 0.2km
Guildhall Walk 0.1km
Isambard Brunel Road - 0.2km

Pop Up Cycle Lanes
Ordnance Row - 0.15km
Kings Road/Elm Grove 0.5km

One way Systems and Low Traffic Neighbourhoods
Languard Road/Maxwell Road/Tredegar Road/Reginald Road - 2.4km

Filtered Permeability
Castle Road/ Canal Walk- 0.6km

Q16. When are the works expected to be completed?

All road space reallocation schemes are complete, the pop up cycle lanes, filtered permeability and low traffic neighbourhood schemes to be complete by 30.06.2020

Q17. When is the scheme(s) expected to be open to the public?

Road Space Reallocation schemes were opened to the public full time between 1st and 22nd May, pop up cycle lanes, filtered permeability and low traffic neighbourhood schemes open to the public by 01.07.2020

Q18. Will Traffic Regulation Orders be required?

Yes

Q19. Please confirm you have read the statutory guidance for local authorities (<https://www.gov.uk/government/publications/reallocating-road-space-in-response-to-covid-19-statutory-guidance-for-local-authorities>) and have consulted with bus operators, hauliers and local groups representing disabled people as appropriate.

Yes

Q20. Have you considered how the scheme(s) or programme will be evaluated and will you ensure that appropriate monitoring measures will be put in place?

Yes

SECTION D: DECLARATION

Q21. Reporting Officer details

Name [REDACTED]

Telephone number [REDACTED]

Email address [REDACTED]

Postal address Civic Offices Guildhall Square Portsmouth PO1 2NE

Q22. Senior Responsible Officer details

Name

[REDACTED]

Telephone number

[REDACTED]

Email address

[REDACTED]

Q23. Section 31 Officer (or equivalent with delegated authority) details

Name

Chris Ward

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023 9283 4423

Email address

chris.ward@portsmouthcc.gov.uk